

The China Mail.

Established February, 1846.

Vol. XLVII. No. 8975.

就一月十一年九月八日英

HONGKONG, SATURDAY, OCTOBER 31, 1891.

日九月九日卯辛

PRICE, \$2 PER MONTH.

Intimations.

Business Notices.

Intimations.

Notices to Consignees.

Shipping.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AIGAR, 11 & 12, Clement's Lane, Lombard Street, E.C.; G. George Street & Co., 30, Cornhill; Gordon & Gotech, Ludgate Hill, E.C.; Bates & Sons, 37, Walbrook, E.C.; D. & J. Davies & Co., 150 & 154, London Street; W. M. Wills, 151, Cannon Street, E.C.; Robert Watson, 150, Fleet Street.

PARIS AND EUROPE.—AMADEE PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO, AND AMERICAN PORTS generally.—BEAN & BLACK, San Fran-

cisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Mel-

bourne and Sydney.

GEYON.—W. M. SMITH & CO., THE MANCHESTER CO., Colombo.

SINGAPORE, SINGAPORE, S. & G. SAWYER, SINGAPORE, S. & G. H. HENKIN & CO., Manila.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4½ PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

F. DE BOVIS,
Chief Manager.

Hongkong, August 1, 1891. 1615

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL £2,000,000.

Paid-up Capital £500,000.

London: Head Office, 40, Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER,
Manager.

Hongkong, August 19, 1891. 1622

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$10,000,000.
Reserve Fund \$6,300,000.
Reserve Liability or \$10,000,000.
Proportionate.

Court of Directors:—

S. C. MORSE, Esq., Chairman.
T. E. Davies, Esq.
C. J. Holiday, Esq.
H. Hopkins, Esq.
Hon. J. J. Kewick, D. R. Sisson, Esq.
Chief Manager: F. DE BOVIS, Esq.

Shanghai.—J. P. Wade Gardner, Esq., London Branch—London and County Banking Co. Ltd.

HONGKONG.—INTEREST ALLOWED.

On Current Account, at the rate of 2 per cent per annum, or the daily balance up to \$200,000.

Fixed Deposits.—

For 6 months 3½ per cent per annum.

For 12 months 4 per cent per annum.

in sum, in excess of \$200,000.

HONGKONG.—INTEREST CHARGED.

6% on LOANS against Shares with full margin.

6% on advances against Goods in neutral godowns.

7% on Current Account Overdrafts.

7% on Advances against Goods in private godowns.

F. DE BOVIS,
Chief Manager.

Hongkong, August 10, 1891. 1671

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL £21,000,000.

SUBSCRIBED CAPITAL £500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq., CHOW TUNG SHANG, CHAN KEE SHAN, Esq., W. W. WORTON, Esq., CHAN HOI CHUEN, Esq.

A. B. MCKEAN, Acting Chief Manager.

Advisory Committee in London.

THOMAS CARMICHAEL, Esq., Messrs Dent, Painter & Co.

JOHN BUTTERY, Esq., Messrs John Butterly & Co.

C. P. B. STUART WORTLEY, Esq., M. P. for Belfast.

G. W. E. PLAYFAIR, Manager.

Advisory Committee Shanghai.

HAN T. YOUNG, Esq., LIM KWAN KING, Esq.

MA. K. T. TOWSON, CHU MIN STANG, Esq.

TONG KWAI STANG, Esq.

J. D. THOMAS, Manager, pro tem.

The BANK is now prepared to make advances on Goods in Neutral Godowns and on other securities at rates to be had on application. Also to receive money on current account on Fixed deposit.—

Interest for 12 months 5%.

do. 6 do. do. 4%

do. 3 do. do. 3%

do. Current Accounts 2%.

For rates of Interest for other periods apply to the Manager.

Hongkong, October 30, 1891. 1673

Intimations.

WING HONG,
TAILOR, DRAPER & OUTFITTER,
JUST RECEIVED
A LARGE STOCK OF
FANCY FLANNELS, SERGES, SCOTCH
TWEEDS, CHINESE SILKS.

All kinds of
WINTER WOOLEN CLOTHS on hand.
SELLING AT LOWEST PRICES,
also,
Best TAILOR WORK and PERFECT FIT
GUARANTEED.

Please call in and try.
63, Queen's Road Central 2050

IN THE SUPREME COURT OF
HONGKONG.

In the Matter of the Estate of THOMAS
GOVAN LAMONT, late of Victoria,
in the Colony of Hongkong,
Deceased.

Dated the 4th September, 1891.

BRUCE SHEPHERD,
1740
Acting Registrar.

TRADE MARK.
CALDBECK, MACGREGOR &
Co.,
Wine and Spirit Merchants.

13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

E. Kressmann, Bordeaux.

THE Undersigned hold STOCK of this
Firm's well-known BRANDS of
CLARETS:

Per Case of 12 Cases of
12 do. 24 do. 24 do.

Medoc \$ 5.25 \$ 6.25

St. Julian 6.00 7.00

Marquis Medoc 3.00

St. Estèphe 1883 11.50 12.50

Moulin Brillac, Medoc 1881 12.25

Château Larone, Mou- 14.25

is 1878 18.25

Château Latour, Second 17.75

vin 1850 mis en bouteil- 17.75

les an Château 20.50

Château La Lagune 1870 24.75

Château Calon Segur, St. 26.00

Estèphe 1875 26.00

SIEMSEN & Co.

Hongkong, October 19, 1891. 1689

CANTON INSURANCE OFFICE,
LIMITED.

1890 ACCOUNT.

NOTICE TO SHAREHOLDERS.

A Final DIVIDEND of \$2 per Share

has this Day been declared.

WARRANTS may be had on application

at the above OFFICE on and after Friday,

the 23rd Instant.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, October 22, 1891. 2018

A. S. WATSON & CO., LIMITED.

AN Interim DIVIDEND on account of

1891 is the Rate of SEVEN PER CENT.

per TON DOLLAR SHARE (or 7 PER CENT. of

the Capital of the Company) will be PAID

ABLE at the Hongkong and SHANGHAI

BANK on and after the 5th PROXIMO, on

WARRANTS to be obtained from the Un-

dersigned Local SHAREHOLDERS who are

requested to apply at the Company's OFFICE

for their WARRANTS, or the same are only

posted to addresses outside of the Colony.

The REGISTER of SHARES will be

CLOSED from MONDAY, the 2nd PROXIMO,

TUESDAY, the 3rd PROXIMO, both days

inclusive, during which period no Transfer

of Shares can be Registered.

By Order, A. H. MANCELL,
Secretary.

Hongkong, October 23, 1891. 2020

CHAS. J. GAUPP & CO.,
Chronometers, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL INSTRUMENTS.

VORTEXLADER'S CELEBRATED
BINOCULARS AND TELESCOPES.

REINHOLD'S LIQUID AND OTHER COMPASSES,
ADMIRALTY & IMPERIAL CHARTS,
NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE,
CHRISTIAN & CO.'S ELECTRO-PLATED WARE,
GOLD & SILVER JEWELLERY

in great variety.

DIAMONDS AND
DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices, 742

A. S. WATSON & CO., LIMITED.

TO AERATED WATER MANUFAC-

TURERS AND OTHERS.

NOTICE is hereby given, that ALL

AERATED WATER BOTTLES and

SYPHONS bearing the COMPANY'S NAME

and TRADE MARK are its property solely,

and that any Manufacturer using the same

or any Person or Persons other than the

Customers of the Firm found in possession

Mails.

CANADIAN PACIFIC RAILWAY'S
ROYAL MAIL STEAMERS.
PROPOSED SAILINGS FROM HONGKONG, 1891.
(SUBJECT TO ALTERATION.)
Empress of China Tuesday 16th Nov.
Empress of India Tuesday 23rd Dec.
Empress of Japan Tuesday 5th Jan.
THE R. M. S. EMPRESS OF CHINA, 1,500 tons, Captain A. T. TILLOT, sailing at Noon, on TUESDAY, the 10th November, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fees.	Prepaid Return Fees.
Vancouver, Victoria, Esquimalt, New Westminster, B.C.	225	338
Port Townsend, Seattle, Tacoma, Wash.	225	338
Portland, Ore., San Francisco	235	383
Banff, Calgary, Alta.	275	413
Winnipeg, Man.	285	428
Minneapolis, St. Paul, Duluth, Minn.	285	428
Chicago, Ill., Kansas City, St. Louis, Mo.	285	443
Milwaukee, Wis.	285	443
Detroit, Mich., Cincinnati, Cleveland, Columbus, O	285	443
Hamilton, London, Toronto, Ont.	285	443
Buffalo, Niagara Falls, N.Y.	285	443
Kitchener, Ottawa, Ont.	285	443
Montreal, Quebec, Que.	285	443
New York, Albany, Troy, Rochester, N.Y.	285	443
Baltimore, Md., Philadelphia, Pa., Pittsburgh, Pa.	285	443
Washington, D.C., Boston, Mass., Portland, Me.	285	443
Halifax, N.S., St. John, N.B.	285	443
Liverpool, and London via Liverpool.	285	443
Paris via Liverpool and London	285	443
Havre, via Liverpool	285	443
Bremen, Hamburg	285	443

Second class steamer and 1st class on rail, and 2nd class steamer and rail, also Steamer, Fares and Rates to other places, quoted on application.

The Steamer call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

Passenger Tickets of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to DODDWEIL, CARILLI & CO., Agents, Hongkong, October 14, 1891. 1900

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. Belpic, Thursday, Nov. 12. Victoria, Esquimalt, Nov. 12. Ocean, Wednesday, Dec. 8. Gascia, Thursday, Dec. 31.

THE Steamship BELGIC will be dispatched for San Francisco, via Yokohama, on THURSDAY, 12th November, 1891, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.—From HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.

To Liverpool and London

To Havre and Hamburg

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

Passenger Tickets by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$337.50

12 " \$363.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$337.50

12 " \$363.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Passages should be marked to address in full; and same will be received by the Company's Office until 5 p.m. the previous to sailing.

Complaints to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, October 21, 1891. 1900

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, OLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLE, AND PORTS OF BRAZIL, AND LA PLATA;

LONDON, HAVRE AND BORDEAUX.

To-day's Advertisements.

NOTICE.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Hastian*, Captain Astor, will be despatched for the above Ports on TUESDAY, the 3rd November, at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIRIE & CO., General Managers.

Hongkong, October 31, 1891. 2003

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

The Co.'s Steamship *Orista*, Captain Shaw, Commander, will be despatched on above or about the 24th November.

For Freight, apply to ARNOLD, BARBER & CO., Agents.

Hongkong, October 31, 1891. 2064

To Let.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

AT KOWLOON.

A few HOUSES in KNOTSFORD TERRACE, containing 5 ROOMS each and BATH ROOMS. TENANT Healthy situation. Cheap Rent.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, August 6, 1891. 1544

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1887. 1840

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$100,000 on First-class Risks at current rates.

DUNN, MELBY & CO.

Hongkong, September 19, 1891. 1802

TODAY'S Advertisements.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

Tel. Add.—"Mitsui," Hongkong. 2068

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

CHARLES S. WHITNEY, Brit. ship, Capt. J. W. CARY.—Reuter, Brusseleman & Co.

NANCY PENDLETON, American ship, Capt. J. N. Pendleton.—Shewan & Co.

DUNN, MELBY & CO.

Hongkong, September 19, 1891. 1802

PROPOSED SAILING FROM HONGKONG. City of Peking, Wednesday, Nov. 25. City of Rio de Janeiro, Saturday, Dec. 19. Tuesday, Jan. 12/2/2.

THE U. S. Mail Steamship CITY OF Peking will be despatched to SAN FRANCISCO, via YOKOHAMA, on WEDNESDAY, the 25th November, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.—From HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.

To Liverpool and London

To Havre and Hamburg

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

Passenger Tickets by this Line have the option of proceeding Overland by the Southern

Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid

return tickets to San Francisco will be issued at following rates:

4 months \$337.50

12 " \$363.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Passages should be marked to address in full; and same will be received by the Company's Office until 5 p.m. the previous to sailing.

Complaints to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, October 21, 1891. 1900

SHIPPING.

ARRIVALS.

October 31, 1891:—

Meccoo, Chinese steamer, from Canton.

Ching Fing, Chinese steamer, from Canton.

Taiwan, British steamer, from Canton.

Deirza, German steamer, 905 G. C. Christensen, Saigon October 22, General Steamship & Co.

Centon, British steamer, 1,110 G. C. S. Boller, Shanghai October 27, and Swatow 30, General.—JARDINE, MATHESON & CO.

Lancet, British steamer, 1,654 T. Thomas, Proboloo October 21, Sugar, JARDINE, MATHESON & CO.

Tate, British steamer, 1,065 L. M. Widmer, Bombay and Madras October 29, General.—T. & S. S. N. CO.

Business Notices.

Sterling
Trade
Locks.

GOODS
SENT ON
APPROVAL

Hibernia
Bank
Hand Bag

CHILDREN'S
COMPLETE
OUTFITTERS.

HONGKONG TRADING CO., LTD.

Vessels Advertised as Loading.



THE CHINA MAIL.

In another column will be found a translation from the Peking Gazette of H. E. Chang Chih-tung's memorial to the Throne on the settlement of the Wusuchou outrages.

The 'ricksha farm' comes into operation on the first of December next. The farm has been let at a figure considerably in excess of the amount of the revenue which is derived from ricksha licences. The present licence-holders, of whom there are several hundreds, are of course strongly against the institution of a farm, and their disappointment will probably be only slightly qualified by the fact that the lessee of the farm has offered to take over their vehicles at valuation. We are not aware what the conditions are under which the new farm is to be carried on, but it may be presumed that the Government will be mindful of the interests of the public as to stipulate that the farmer must have a certain minimum number of vehicles in use at all times; in which case it might embarrass the farmer a good deal if the present owners of public rickshaws refused to part with the rickshaws except at an exorbitant rate. A rickshaw farm without rickshaws would be a little too incongruous even for Hongkong, where secondaries are by no means scarce. If the stock of rickshaws is not diminished the change will hardly affect the coolies, as their position will be pretty much what it is at present. The ricksha owners have got notice that there will be no renewal of their licences, and the announcement, although not unexpected, has been received with a good deal of grumbling.

Great credit is due to Messrs Butterfield and Swire for having discovered a weak point in the Sunday cargo-working ordinances and for having forcibly drawn the attention of the Government to the defect. The Government will doubtless at once remedy the mistake, which robs the ordinance of half its value. A small paragraph we published recently showed how Sunday coaling facilities might be utilized, even at Home, so as to almost totally destroy Sunday rest. Ship-owners in the Far East are, as a rule, greater slaves of the Almighty Dollar than their brethren at home. Some of them believe fanatically in the gospel of stern drudgery and driving, at least they are so horrified by it. It is therefore to be feared that the loophole in the ordinance will be fully advantage of, and that much coal-loading may be possible will be done on Sunday. The Government is bound to prevent unless it abandons the principle of the ordinance. In so making provision for the cessation of coal-loading on Sunday, care must be taken not to make the restriction unnecessarily irksome. There may be cases in which coaling on Sunday is an absolute necessity, and as the work would not occupy all day a cargo-loading may do, a special permit for coal-loading might be given at a lower figure than the rates fixed for cargo. The object ought to be merely to make coal-loading on Sunday a rare exception and not the invariable rule.

The son of H. E. Chang Chih-tung has passed his examination and obtained the degree of Master of Arts.

H. M. Esq. left Shanghai on the 26th inst. for Lhasa; the French gunboat 'Opic' also left for the river ports.

Tax Amir, it is understood, is not inclined to resent the action of the Russians on the Pamirs, and has no intention of enforcing his claims to Wakhan.

An allowance of rupees two hundred and fifty per month will be granted to the ex-Maharaja of Manipur, provided he resides at Imphal, or some other place out of Calcutta.

The Hengho Soochow correspondent writes that there is a rumour current that certain secret societies having their head-quarters in Kiu Lang Shan (Nine Dragon Mountain) in the Kianning prefecture are preparing to rise. The authorities have despatched 18 gun junks up the river to keep order.

M. J. CHAPAL, agent in Shanghai of the Messageries Maritimes, informs us (says the N. C. Daily News of Tuesday, 27th Oct.) that owing to an accident to her engine, the 'Natal' is unable to continue her voyage to Yokohama, and her place will be taken by the 'Ozus', which will sail for Woosung this morning and start thence for Japan about 8 p.m. The outgoing mail for Enkō will be taken by the 'Calendonia', which is due here (Shanghai) on Thursday night or Friday morning from Japan.

We hear with much pleasure, says the N. C. Daily News, that just before the French 'Inconstant' left Kiukiang, her blue-jackets presented to M. and Mme. de Barrières a piece of art beautifully worked by them, with a most flattering address. The 'Tsoi' cordially entertained Commandant de Joubert at a banquet, which was returned on board the 'Inconstant', the greatest cordiality and courtesy being maintained in the relations between the Chinese and foreign authorities at Kiukiang.

AT GRANTWATERS' MURMUR

The Hon. Thomas Whitehead seems determined to make the officials work extra for their extra pay—by compelling them to answer his numerous questions.

The Acting Governor has hinted that the establishment of a new Department may be rendered necessary, if the hon. member's examination papers continue to exceed four printed pages of foolscap per week.

That there can be little doubt the information elicited concerning public works would (or ought to) have been forthcoming in the form of a report, had not the sudden death of Mr. Samuel Brown interfered with that duty.

That, as I have said time and again, a report of the work done and the money spent by the Public Works Department is of primary importance.

That the first question put by the Chairman of Committees, member—the Point of Order for precedence of the Council—should be important; but they seem inclined to be useful, chiefly as material for a speech to be made later on by the hon. member.

That their usefulness had better be pronounced upon later on.

That I have already said Mr. Whitehead has two years longer to discuss the great problem of the Opium Farm.

That the Secretary of State may have called upon the Government to reconsider the question of an Opium Monopoly, as he has done the Government of the British.

That what has reached me to the effect that the rate of the Opium Farm has been raised during the current year by £200,000 a month.

That the information seems to be incorrect in so far as the absolute silence of the Government on the subject.

That, if true, such a state of things may partially explain the lively desire shown by the Government to give the Opium Farmers every advantage under the new Ordinance.

That one of the points referred to in Mr. Whitehead's hydra-headed questions is one which never seems to trouble the official mind—viz., loss of interest on land to the tax-payers of the Colony.

That the loss incurred under that head over the Victoria College abortion, the site near the Magistracy, the old Central School, and the Central Market would make up a substantial amount.

That Mr. Whitehead would well repay to the Colony all the trouble his questions give, if he would be driving this idea into the official mind.

That the staff-quarters at the Civil Hospital, which are to cost over \$50,000, cannot, however, be used for the treatment of patients, as suggested.

That serious burling or reckless waste must lie at the door of some one in this matter.

That the question is often put, 'Who is Mr. Cooper?' has again been agitating the minds of the Sanitary Board.

That the identity of Mr. Cooper seems to be fairly well understood by this time, as the originator of the query (Q. O.) now admits that he holds Mr. Cooper in the highest esteem; but the status of Mr. Cooper on the Board, the real basis of contention, is still under discussion.

That on this occasion the question has been raised by the Government, and the appointment of a new Sanitary Surveyor was suggested; but, curiously enough, the opposition to any change was championed by Mr. Humphreys.

That, even as a temporary measure, it would be absurd for Mr. Cooper to be Vice-President, and a servant of the Board (as Sanitary Surveyor) at one and the same time.

That Mr. Cooper's ability and great capacity for work have apparently placed him in as many different posts that he has had to practise the art known as lightning changes.

That, as the Sanitary Board is at present constituted—what has become of the proposed new constitution?—the Surveyor General must have a seat on the Board; but the Board now reverse the suggestion of the Government, and desire to keep Mr. Cooper as Sanitary Surveyor, while they wish to abolish his Vice-Presidentship.

That muddles of this kind are certain to arise until the Sanitary Board obtains a new constitution—a change with which I suppose, is coming with the new Governor. That the sympathy of those residents who know something of the subject goes with the coolies and not with the lodging-house keepers, in the enforcement of the new regulations.

That in the face of the figures produced, there is no accommodation for the lodgers, and the thing to be aimed at, is to check any attempts at overcrowding or exorbitant charging.

That if a maximum charge could be laid down for a night's, or for a week's lodgings, the coolies would be protected, unless the head-men have a hold over the coolies which such a regulation could not touch.

That these head-men have so many modes of fleecing the coolies, that the Committee appointed to consider the question have a hard nut to crack.

That the decision of Mr. Wise, in regard to the taking in of bunkers-coal by a steamer in the Harbour on Sunday, is interesting as well as instructive.

That it is curiously apropos that complaint has been made at Home of a custom in vogue at Portland and Dartmouth, where steamers from London were habitually stopping on Sundays to take in coal for their outward voyage down Channel.

That in the face of the law, it is manifestly absurd to argue that bunker-coal is a cargo in any sense of the term, and that the Magistrate's decision against the Crown is as sound as can be.

That the working of bunker-coal on Sunday should be allowed without some restriction, however, to quite another matter; and the proper thing to do would be to amend the law so as to provide against the practice of coaling on Sunday by granting permits for a small sum—say \$10 per 100 tons.

That I believe other defects in the bill will probably crop up during the next few weeks, and it would be well to issue a second edition of the Ordinance later on, with corrections and emendations.

That another decision, against the China and Manila Steamship Company, was a surprise to many residents who look at things from a common sense, not a legal, point of view.

That a man who collects money, as the compradore of Bassell & Co. did, should be allowed to amass that money, when he knows it belongs to another, may be law, but it is a poor pass for equity.

That the 'Passion' is nine points of the law, and 'A bird in the hand is worth two in the bush,' are the rules adopted in such a transaction, and the law (the highest embodiment of reason) places its seal upon it.

That the compradore's deposit of \$40,000, as security for the due performance of his duties, should have been deposited drawably on the joint signature of Russell & Co. and the compradore.

That those who have included the payment to the compradore of the China and Manila Steam Co. of the money which really belonged to the China and Manila Steam Co. have been mistaken for the sake of the pity.

That the Shanghai St. Andrew's Society has made a move in the right direction by establishing educational bursaries. That the sister institution here has not risen beyond the grosser delights attending Balls and Banquets.

That there may still be hope in the future, as the Society has not been very many years in existence, and its progress may be like Mark Twain's glacier.

That the condition of Ice House Lane, especially at night, is a menace to the public.

That yawning depths are so ill lighted and defended that an immunity from serious accidents will be nothing short of a miracle.

That it is to be regretted Mr. Wise could not see his way to convict the two coolies charged with carlessness.

That such lapses of duty might lead to consequences almost too awful to contemplate.

That a single accident would probably scare the public for years, to say nothing of ruining the prospects of the Company.

That the Secretary of State may have called upon the Government to murder a worthy Irish prelate.

That still you might remember 'murder' is a comparatively light offence in the Emerald Isle.

That at no very distant date an 'elusive landlord' used to be 'safec'd' for a half-crown and a bottle of whisky.

That Dr. Walsh is not dead he ought to be, if only to occupy the unique position

of being the only Archbishop who ever left a 'widow.'

That the Singapore press is exercised over a message about the new A.D.O.

That whether he is a Tenant or a Freeman, a grave master which should at once be set at rest.

That stone-chipping in its higher branches seems to be on the increase.

That the St. John Steel and Mr. Wm. Reed, both noted sculptors, have recently laid down their mallets at the mature age of seventy-six.

That Russia's progress has been very rapid compared to that of the glacier, slow but imperturbable.

That at present she is coqueting with Abyssinia under the guise of religion, and with a sphinx-like glance toward Egypt.

That a geographical expedition, consisting of 500 Cossacks, an infantry force, and a few mountain guns, is exploring the Pamirs, great and little, in search of a 'scientific frontier.'

That expansion is and ever has been her watchword, and will ultimately lead her southward to the sea.

BROWNE.

CHANG CHI TUNG ON THE WUSUCH OUTRAGES.

THE HISTORY OF THE OUTRAGES.

The Viceroy reverently submits a memorial, in which he implores the Sacred Glance, reporting the steps taken in connection with the settlement of the questions arising out of the destruction of missionary property and loss of foreign life at Wusuch in the province of Hupeh. The memorialist would remark that after the occurrence of the missionary troubles at Wusuch and other places during the 4th moon of the present year, great popular excitement and wide-spread danger existed throughout the whole valley of the Yangtze, owing to the false rumours which were circulating in the cities of Hankow, Ching-hai, and other parts of the province.

The Viceroy recently had the honour to receive the Imperial Decree of the 13th of June last, in which the High Provincial Authorities were commanded to issue no less than 100 blows and banishment to a distance of 3,000 li for having picked up some articles of property. Where the law provides the same punishment for two articles, the sentence is pronounced only on one of the two culprits. Hsai Fêng-chün has therefore been sentenced to 100 blows and banishment to a distance of 3,000 li, and the culprits have been fully exonerated by the officials.

The Viceroy has directed that the punishment be inflicted on the first of the month, and that the culprits be sent to the Board of Punishments.

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that it was not a premeditated attack on the mission. Further there was an iron safe in the premises which always contained valuable and which was not carried away. This demonstrates beyond a doubt that plunder was not the object of the robbers.

CONFESSION AND PUNISHMENT OF CERTAIN OUTLAWYED PARTIES.

THE CHINA MAIL

No. 8975.—October 31, 1891.

USQUE TANDEM?
Lo, I stand at the Treaty Ports, I come,
Tables in hand before you—and I ask
What now is all the prospect of our task,
And what of our realities the sign?
Why do we seek the ending of our toil
With things that shall not be? The
Latin ways
Hold us, all listless; and our summer
days
Leave us still exiles on an alien soil.
Lo, it was Hope that led us long ago;
We saw the trodden path, but failed to
see
Our good therein; and so, full restlessly,
Hops led us forth. But, brethren, ye
knew

What were the hopes ye had, and what the
way
That now ye tread; and shall we say
The road
Draws to its close perhaps with lighter
load?
—Come, let us know the reason of our stay.
Is it ambition? By what mighty deed
Shall you or I find fame in far Cathay?
Lo, even he who holds a Consul's way
Shall vainly at the last for Knighthood
plead.
Look in our silent sore down the glen,
Simple and short the oaths ye said;
No story of success wherewith to bind
High name and fame to distant country-
men.

Or is it Riches? Both the "golden" East
Paints visions to the hopeful eye
Of fortunes rapid as in days gone by
Prizes elemental! this the last and least

It is perchance ye love the life apart
In lone Wah-ho or water-girt Shanzen,
Content to let your days slip by, serene,
Far from the hum of all the social mart?

But quiet dwells not in the midst of tears
Save quiet such as sleeping. Elites give:
Or can't be for luxury that we,
Careless of all that brings it not, would

live

And not in vain their record of past years.

Or is it for a higher, nobler end
That ye are here? to wage a hopeless
fight
'Gainst ignorance and sin for truth and
right

Mid horrors that all time shall never mend?

Think ye to feed with bread the curion
of woe?
Then take your Christian crost to the
China.

While the deep voice of London's misery
Brings you no message of her endless woe.

Or can't be for luxury that we,
Careless of all that brings it not, would

live

Our birthright and the land we love so

well

For comfort and the base servility

Of servile slaves? Do we, the ages' hoire,

Forgo all things that make us so, to

please

Our soul with larger sense of Capuan
care,

Shutting our eyes to what the future bears?

Content to take the wages of to-day

In fitness, though the hoar years must

come

Giving the old traditions of our home

For one more dish at meals, or fine array?

Therefore it is, my Brethren, that I come,
Tables in hand, before you—and I ask

What now is all the prospect of our task?

—Q. in *N. C. Daily News*.

Mails.



Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS Review, which was intended to meet
the wants of many students of China,
caused by the discontinuance of *Modern
Quotations on China and Japan*, has had its
Eighteenth Volume. The Review discusses
those topics which are uppermost in the
minds of students of the Far East, and
about which every intelligent man, connected
with China or Japan is desirous of acquiring
trustworthy information. It includes
many interesting Notes and original
Papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
and Social Manners and Customs, etc., etc.,
of China, Japan, Korea, Mongolia, Tibet, and the
Far East generally. Recently a new de-
parture has been taken, and the Review now
publishes papers on Trade, Commerce, and
Descriptive subjects of Travel, by well-known
writers. It is thought that, by widening
the scope of the Review in this direction,
the Magazine would be made more generally
useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China, etc., and to give
critiques embodying sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works
to the Editor, *China Review*, care of *China
Mail* Office.

The Notes and Queries are still continued
and are an important means of obtaining
from and diffusing among students know-
ledge on obscure topics.

The Correspondents' column affords
further and greater facilities for the inter-
change of views and discussion of various
topics.

Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and
also by the Missionary bodies amongst
whom a high degree of Chinese scholarship
is exceedingly cultivated. Amongst the
regular contributors are Drs. Chalmers,
Eitel, Breschneider, and Hirth, Professor
Lage, and M. M. Balfour, Wattier, Stent,
Phipps, Macleod, Groot, Jamison,
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indicative of sound scholarship and thorough
mastery of their subject.

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vance.

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NORDDEUTSCHER LLOYD.

NOTICE.

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PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS;

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PORTS.

THE COMPANY'S STEAMER WILL CALL
AT SOUTHAMPTON TO LOAD PASSENGERS
AND LUGGAGE.

N.D.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SATURDAY, the 21st day of November,
1891, at 3 p.m., the Company's
S.S. SACHEN, Captain H. STREHLER,
with MAIDS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till 5
p.m. on the 20th November. Cargo will be
received on board until 1 p.m., Specie
and Parcels until 10 a.m. on the 21st
November. (Parcels are not to be sent on
board; they must be left at the Agents' Office.)
Contents and Value of Packages are
required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to

MELOHES & CO.,
Agents.

Hongkong, October 26, 1891. 2031

Intimations.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would
materially aid the SENATE of the
COLLEGE by forwarding to the Admin-
ISTRATOR.

(1.) Glass Jars (for museum purposes).

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Student's Reading Room and Library.

Address to

JOHN C. THOMSON,
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Hongkong, February 25, 1891.

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FORTOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted
from the *China Review*, contains one of the
best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are
included in the pamphlet.

May he had.—Price, \$1—Messrs. LANE,
CRAWFORD & CO., and Messrs. KELLY &
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MOAHL, Amoy.

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BY

E. H. PARKER,
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through the Gorges of the Great River.

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Nan-ch'u-nan and the King-t'an River.

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The Great Salt Wols.

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The Wolds of Hu-peh.

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Of Pure Cod

Liver Oil and

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Soda

is endorsed and prescribed by leading phy-
sicians because both the Cod Liver Oil
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agents in the cure of Consumption. It is
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